

B. E. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.

ILOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY,
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 2081. 日二月初月二年八十二精光

TUESDAY, MARCH 11, 1902.

二拜禮 號一十月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,510,000

Head Office—YOKOHAMA.

Branches and Agents—

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 21st January, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$4,250,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL IRVING, Deputy Chairman.

A. Haupt, Esq.

E. Goetz, Esq. H. Schubart, Esq.

D. M. Moses, Esq. N. A. Siebs, Esq.

A. J. Raymond, Esq. H. W. Slade, Esq.

R. L. Richardson, Esq. H. E. Tonkins, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 15th February, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer, at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Acting Manager.

Hongkong, 21st December, 1901. [16]

LANE, CRAWFORD & CO.

SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most reasonable rates.

Hubbuck's Paints and Oils, Hubbuck's Turpentine.

Sir Chas. Price's Compound Fugue Oil.

Crane's Cylinder Oil.

Glenfield Boiler Fluid, "Zyklax," Boiler Fluid.

American "Valvoline."

Seapants for Toplades, &c., &c., Boot-topping in two shades.

Batters All long flat canvas (the best in the market).

Gordons All long flat Canvas and Grade Blanched Canvas.

Woodberry Canvas and Duck.

Ship's Upholstery a specialty attended to by experienced European Assistants. Any kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.

Hongkong, 11th February, 1902. [17]

Banks.

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold.

PAID UP CAPITAL \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$4,758,600

TOTAL \$6,758,600

Head Office: NEW YORK.

Directors:

Samuel D. Babcock, Adrian Iselin Jr., James N. Jarvie.

George F. Baker, August Belmont, Richard A. McCurdy.

George S. Bowdoin, Frederic Cromwell, Levi P. Morton.

Walter R. Gillette, Walter G. Oakman, Alexander E. Orr.

E. H. Harriman, G. G. Haven, Henry H. Rogers.

R. Somers Hayes, Charles R. Henderson, H. McK. Twombly.

Harry Payne Whitney, F. W. Vanderbilt.

Walter G. Oakman, President.

Adrian Iselin Jr., Vice President.

Henry A. Murray, John Gault, Manager, Foreign Dept.

Wm. C. Edwards, Treasurer.

F. C. Harriman, Assistant Treasurer.

London Committee:

Arthur John Fraser, (Chairman).

Donald C. Haldeman.

Honorable Levi P. Morton.

London Office:

33 and 35, Lombard Street, E.C.

R. C. Wyse, Manager.

London Bankers:

PARR'S BANK, LIMITED.

Hongkong Office:

4, DES VIEUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.

On Current Accounts at 2 per cent.

On Fixed Deposits:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON,

Acting Manager.

Hongkong, 3rd March, 1902. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD Office:—SHANGHAI.

Other Offices:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoneseki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuchinozaki, Sasobe, Mikie, Hakodate, Taipei, &c.

OTHER OFFICES:

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,

Onoura, Otsuji, Sasihara, Tohmiyana, Tsubakuro, Yoshinotani, Yoshi, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

Contractors of Coal to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

Intimations.

The Old

Familiar Beverage
STONE GINGER
BEER,
V р CLEPT "POP."



\$1.75 per d. z., less \$1.00 allowed:
Bottles returned.

WATKINS, LIMITED,
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL,
No. 86, Queen's Road Central, Hongkong,
FACTORY:—Mason's Lane;
WAI KIN TAI YEK FONG.

房業大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 10th February, 1902. [714c]

HONGKONG SUBSCRIPTION
LIBRARY.

18, Bank Buildings, Wyndham Street,
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.

TRUSTEES:—HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year
\$1.40.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordnance Office,
Hongkong, 28th December, 1901. [1413c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

85.50 £ Cask of 375 lbs. Net ex Factory.
83.30 £ Bag of 250 lbs.
SHEWAN, TÖMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [157d]

WILLIAM POWELL, Ltd.

WILL HOLD A

GREAT SALE

FROM

WEDNESDAY, March 12th, to FRIDAY, 21st.

ASTOUNDING BARGAINS.

OUR PRICES FOR 10 DAYS WILL
ASTONISH ALL.

NOTICE.—Reductions will be made on all goods throughout the store not already marked sale price.

IMPORTANT.—Absolutely no goods purchased during the sale can be exchanged or returned, nor can any allowance be made after goods have once left the store.

R. G. HECKFORD,
Manager.

[550c]

To-day's
Advertisers.

THEATRE ROYAL,

CITY HALL.

AN IMMENSE SUCCESS CREATED
BY THE PREMIERS.

HARRY COGILL AND JACK SUTTON'S
ENTERTAINERS.

ON
SATURDAY and MONDAY EVENINGS,

IN
CHARLES HOYT'S
INTENSELY AMUSING MUSICAL
COMEDY,

IN THREE ACTS.

"A TRIP TO CHINATOWN."

A complete success from the rise to the fall of the curtain.

TO-NIGHT!
"A TRIP TO
CHINATOWN,"

IN ACTIVE PREPARATION,

ANOTHER OF HOYT'S SUCCESSES!

Doors Open 8.30. Commence 9 P.M.

PRICES \$3, \$2 & \$1.

Box Plans at THE ROBINSON PIANO CO.,
LIMITED. No Extra.
Hongkong, 11th March, 1902. [209d]

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions from Mr. YOUNG CHIOK HIN to Sell by PUBLIC AUCTION,

on WEDNESDAY, the 19th March, at 3 P.M.; At their Sales Rooms, No. 20, Des Voeux Road,

In Two Lots.
If not previously sold by Private Contract.

THE VERY VALUABLE
LEASEHOLD PROPERTY.

LOT 1.—Being a portion of the Reclamation of Marine Lot No. 18 being 80 feet deep and having a frontage to the New Praya or Connaught Road of 36 feet, 6 inches and a width at the South end of 33 feet, 6 inches situated at the Western end of the Reclamation and any Reclamation rights of the Vendors (except the wharf rights which the Vendors retain but so that the stem of the wharf shall not be constructed in front of the premises sold) subject to the payment of the rent and the performance of the covenants and conditions to be reserved and contained in the Possessory Agreement and in the Crown Lease of the premises when granted.

Total area of Section A of Marine Lot 18—being 3,600 square feet.

LOT 2.—All that piece or parcel of ground together with Building thereon situate in the LAN KWAI FONG, in the Colony of Hongkong, containing in the whole an area of 661 square feet or thereabouts and registered in the Land Office as Inland Lot No. 993 abutting on the North West side thereof on LAN KWAI FONG and measuring thereon 14 feet, 5 inches on the South East side thereof on Inland Lots No. 1,006 and No. 1,005 and measuring thereon 14 feet, 5 inches on the North East side thereof on Inland Lot No. 1,007 and measuring thereon 14 feet, 6 inches on the South West side thereof on Inland Lot No. 992 and measuring thereon 45 feet, 9 inches said piece or parcel of ground hereby expressed to be demised contains in the whole 661 square feet for 999 years from 26th June, 1843.

Annual Crown Rent \$3.07.

For further Particulars, apply to

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th March, 1902. [167d]

Intimation.

A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state

that our

AERATED
WATERS

are made solely with the water pro-
cured from the Government, Tytan

Reservoir and specially filtered in our
large storage filters on the best
scientific principles.

Our Aerated Waters are thus Abso-

lutely pure and consumers of them

may feel themselves quite secure
against contracting cholera by liquid
agency, which it is comparatively
easy to do by drinking impure water.

A. S. WATSON & CO., LIMITED,
Aerated Water Manufacturers,
The Hongkong Dispensary.

MARRIAGE.

At Davis Platz, Switzerland, Jan. 10th,
ERNEST ROKER, (Captain Imp. Yeo and 4th
R. Irish Rifles) to MINNIE EDITH, elder
daughter of the late John Crockett, of China.

DEATH.

On 3rd Feb., at Helwan, Cairo, aged 38
years, CHARLES DAVID HARVEY, of Sarawak,
Borneo, fourth son of the late John Harvey, of
Singapore and of Mayfield, Shooters Hill,
Kent.

At Botley, Hants, Jan. 24th, WILLIAM, son
of W. Poate, of Hongkong, aged 14.

NOTES AND COMMENTS.

Roads and Streets.

The question of roads and streets is one
which requires very careful consideration
in every growing or new settlement. Here
in Hongkong we have seen how detrimental
to the general welfare of the public is a
niggardly provision of road and street space
in the first instance, for the narrow streets
and lanes of the Colony, although no doubt
quite wide enough in the early days of
little traffic and one-storey houses, are now
quite inadequate to accommodate the in-
creased traffic and have spoilt many parts
of the town from a sanitary point of view
when "sky-scraper" buildings have been
run up upon them. Narrow streets and
lanes prevent that best of all disinfectants,
the sunshine, from penetrating into the
dark alleys and courts, render the
houses dark and damp and prevent the
free circulation of air.

Had our streets been laid out in the first
instance of a reasonable width, much of the
present overcrowding and congestion would
have been avoided. Take, for instance Queen's
Road. The only portion of this
thoroughfare really adequate to the traffic of
the present day is that from the City Hall
to Arsenal Street, which has been widened
by the absorption of Naval and Military
lands. The remaining portions of this
street, extending east and west, are sadly
in need of widening, but as the property on
either side is privately owned the cost of
resuming sufficient to widen the street would
be prohibitive. In consequence of the short-
sightedness on the part of those who originally
laid out the town we have a main street
down which a tramway could never be laid,
for there would not be room for it without
upsetting the whole of the present
traffic.

One would have such imagined that such
an object lesson as this would have led the
Authorities to have avoided similar mistakes
on the Kowloon side, but apparently they
have failed to profit by experience, and
are laying out narrow roads and streets which,
at the present rate of expansion of the
Colony, will in a very few years become
inadequate to the demands of the traffic.

Take for instance the road running from
Hunghom to Kowloon City. Just beyond

Hunghom, rows of shops are in course of
erection on either side, the road is narrow,
and any widening of it which is deemed
desirable at some future date will be most
expensive—probably prohibitive—as it would
necessitate the resumption of privately owned
lands. In this connection of course the bug-
bear of expense immediately crops up. We
shall be told that the Colony cannot afford to
lay out broad roads everywhere. True, the
cost would be great, but why should the whole
width of the road be laid out in the first
instance? So far as we can see it would
be quite feasible to reserve a broad road
space, lay out a narrow road, adequate to
present requirements, down the middle of it
and let the sides remain in turf. Then, as oc-
casion demanded, the road could be widened
and we should be saved the inconveniences
arising from the present shortsighted policy
of the authorities.

Another question that presents itself is the

public utility of the new road to Tai-po-hu.
We do not for a moment question the wis-
dom of laying out this road, for it is un-
doubtedly exceedingly valuable from a stra-
tegic point of view, but the fact remains that
the Chinese make little or no use of it.

Take a walk along it any day and directly
Yau-mati is passed hardly a person will be
met, except in the vicinity of the villages,
the whole way to Tai-po-hu. There is no real
traffic on the road itself. All the garden pro-
duce, fowls and fish sent to market from the
other side of the range is carried in over
the passes. To remedy this state of affairs
should not be difficult. The farmers and
squatters in the New Territory are nearly all
possessed of bullocks or buffaloes and we
believe that were they shown the advantage
of the bullock cart it would soon be adopted
by them. By its use one man could bring
to market produce now requiring twenty
coolies for its transportation. Then, too,
once an easy and cheap method of commun-
ication of this description was established,
the inhabitants of the outlying villages would
be encouraged to plant marketable vegetables
more extensively, and to rear large numbers
of fowls and pigs for the Hongkong market
thus rendering us more self supporting and
less dependent upon Canton for our food-
supply. We recommend the matter to the
attention of the Government.

THE RETURNS OF VISITORS to the City

Hall Library and Museum for the week ending

9th inst., shows:—

PRINCE MIRKO MONTE NEGRO is said
to have wounded his elder brother, Prince
Danilo, in a duel. The quarrel arose out of
some insulting remarks made by Prince Mirko
about Prince Danilo's wife.

MAJOR W. A. C. DENNY, Army Service
Corps, who took part in the relief of Ladysmith,
was mentioned in despatches, has been
appointed Deputy Assistant Adjutant-General
at Hongkong, in place of Lieut.-Colonel F. W.
B. Kee, Army Service Corps.

THE RAIN still seems to hold off despite the
very promising looking clouds which have been
in evidence for the last day or two. Unfortu-
nately we have had too much wind of late for
any chance of a good downpour, but it is to be
hoped that conditions will soon alter.

HARRY COGILL AND JACK SUTTON'S

staging of Hoyt's "A Trip to Chinatown"

attracted another good house last evening and
the performers, including the local talent were
accorded several good rounds of applause. The
piece will be played again this evening.

WHILE ENTERING THE HARBOUR last

evening from Manila the Rosetta Maru ran

into the German steamer Phra Nang lying at

anchor. The incoming steamer smashed two of

her port boats to pieces. This is the second

time in three voyages that such an accident has

happened to the Rosetta Maru.

OBITUARY.—We regret to report the death

of Mrs. Barrett, the wife of Lieut. Barrett of the

Hongkong Regiment, from typhoid fever, most

probably contracted while on a recent trip to

Canton. The many friends of Lieut. Barrett

will doubtless join us in offering an expression

of sympathy in his sad bereavement.

THE VOLUNTEERS AND THE CORONATION.

The Hon. T. H. Whitehead had given

notice of the following question.—Will

the Honourable the Colonial Secretary in-

form the Council whether the Government

have taken into consideration the expediency

of suggesting to the Colonial Office that

Members of the Hongkong Volunteer Corps in

Great Britain during the Coronation of His

Majesty King Edward VII will be invited to

participate in the Coronation ceremonies as

representatives of the Colony without cost to the

Colonial funds?

In reply, the Colonial Secretary said that at

present no instructions had been received

regarding the Coronation, but a communica-

After further discussion, H. E. the Officer Administering the Government suggested that an extraordinary number of the "Gazette" be issued containing a copy of the proposed Ordinance, and a notice to the effect that any one who wished could secure reprints of the Bill at the office of the Colonial Secretary.

NATURALIZATION.

The Hon Attorney General moved the first reading of a Bill entitled An Ordinance for the Naturalization of Chu Ship Ghiau, alias Chu Le, alias Chu Man Tin, alias Chu Kau Mei.

Agreed.

OTHER ORDINANCES.

The following ordinances were also again brought forward, viz:—

Second reading of the Bill entitled An Ordinance to provide for the more effectual control of Chair and Jinricksha Coolies in private employ.

Second reading of the Bill entitled An Ordinance to define the meaning of the word "writers," as used in Ordinance No. 3 of 1871.

Second reading of the Bill entitled An Ordinance to Amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900), and The New Territories Land Court Amendment Ordinance, 1901, (No. 27 of 1901).

Second reading of the Bill entitled An Ordinance to amend the Ordinance to provide for the Registration of Deeds, Wills, Judgments, and Conveyances affecting real or immoveable property in Hongkong (No. 3 of 1844).

Second reading of the Bill entitled An Ordinance to further amend The Bankruptcy Ordinance, 1891.

Second reading of the Bill entitled An Ordinance to further amend The Supreme Court Summary Jurisdiction Ordinance, 1873.

Each of the above Bills was considered by Committee, read a third time, and passed.

The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary presiding.

SERUM FOR PLAGUE.

The Officer Administering the Government recommended the Council to vote a sum of Three hundred and thirty-three Pounds Six Shillings and Eight Pence (£333. 6s. 8d.) as a contribution towards a laboratory to be established at the country branch of the Jenner Institute in England for the preparation of Yerisin's Curative Serum for Bubonic Plague.

The Chairman read a despatch from the Colonial Secretary on the subject, and said he was sure the members would agree that the vote was desirable.

The recommendation was adopted.

ROYAL NAVAL SEAMEN'S CLUB.

The Officer Administering the Government recommended the Council to vote a sum of Three hundred Dollars (\$300), being the amount of the contribution of the Government for 1901, towards the Royal Naval Seamen's Club, which was voted last year, but lapsed in consequence of no application having been made by the Naval Authorities for payment.

The recommendation was adopted.

An extended account of the proceedings will appear in our issue to-morrow.

HONGKONG HOTEL COMPANY, LIMITED.

The ordinary half-yearly meeting of the shareholders in the Hongkong Hotel Company, Limited, was held at the Hotel at noon to-day. There were present:—Messrs. R. C. Wilcox (Chairman), W. Parfitt and E. Osborne (directors), C. W. Young, H. C. Wilcox, P. C. Potts, W. Davies, Ho Fook, Ho Kom Tong, Lo Cheung Shiu, J. E. Gomes, A. Denison, G. C. Anderson, M. S. Northeote and C. Mooney (Secretary).

The Chairman said:—Gentlemen, following our usual custom, I will, with your permission, take the report and accounts—which have been in your hands for some time—as read. I think you will agree with me that the result of the working of the past half year was very satisfactory, the profit netted showed an increase over that of the corresponding six months of 1900 of \$13,401.80, or about 18 per cent. That means substantial progress, which is the more notable inasmuch as the profit for the final half year of 1900 was a record result. The improvement has, moreover, been obtained in spite of a general and unavoidable increase in expenditure, caused by the steady decline in exchange, an increase in the cost of food locally, and the necessity of paying higher wages. We are, as you will note, compelled to devote considerable sums to writing off, as depreciation through wear and tear is now very great in the hotel. Of course the larger our business grows the greater necessarily becomes the wear and tear. We have also felt it prudent to commence writing down the value of our steam launch, for though a comparatively new craft she is subjected to hard and constant usage. The dividend proposed is large, larger as a matter of fact than your directors altogether like to pay; but as they know the feeling of the shareholders on the subject they have thought it well to recommend the amount, believing that it can be maintained unless some unforeseen and unexpected check to our present prosperity should arise. With regard to the utilization of the Praya Reclamation, the matter is still receiving the attention of the Directors, certain details and proposals in connection with it having yet to be considered. Having once ascertained the views of the shareholders, it is now only necessary for the Directors to do what is obviously best from a financial standpoint for the Company. In reference to the prospects for the current half-year, I am glad to say we have done very well, better indeed than we expected, for it was believed that there would be a decrease this season in the numbers of travellers passing through when compared

with the last two or three years, and the profits are fully up to those of the previous corresponding six months. These are all the points occurring to me now, but I shall be glad to give any further information desired by shareholders present.

On the proposition of the Chairman, seconded by Mr. W. Davies the report and accounts were adopted.

The re-election of Mr. W. Parfitt as a director was proposed by Mr. P. C. Potts, seconded by Mr. Ho Fook and carried.

On the proposition of Mr. A. Denison seconded by Mr. Lo Chung Shiu, Messrs. W. H. Potts and H. W. Jeffries were re-elected as auditors.

The meeting then terminated.

MR. WARD'S CONCERT.

The following is the programme of Mr. Ward's concert to be given at the City Hall to-night:—

PART FIRST.

1. Pianoforte Duet, "Waltz"....Scharwenka.
Messrs. Galluzzi and Ward.

2. Song....."Bid me to love"....Barnard.
(With Violin Obligato, played by Mrs. Ough.)
Mr. Geo. P. Lammet.

3. Song....."Love, the Pedlar"....German:
Mrs. Baddeley.

4. Allegretto and from Sonata for
Allegro, { Violin and }...Grieg.
Molto Vivace, { Pianoforte }....

Mrs. Ough and Mr. A. G. Ward.

5. Song....."A Wayside Posy"....Watson.

Mrs. Mudie.

6. Songs...{a) "There were no Stars"....Ward.

{b) "The Countryman"Ward.

Mr. C. H. P. Hay.

7. Pianoforte { "Polonaise in C" } ...Chopin.
Solo.... { sharp minor }....

Mr. A. G. Ward.

8. Aria "Plieus Mes Yeux" (Le Cid) Massenet.

Mrs. D. E. Brown.

9. Song....."Ecstasy"....Beach.

Mrs. Baddeley.

10. Violin Solo(a) "Salut d'amour"....Elgar.

(c) "Schizzo"Goens.

Mrs. Ough.

11. Song { "When Evocusses upon
the Green" }....Somerville.

Mrs. Mudie.

INTERVAL OF TEN MINUTES.

Song Cycle "The Daisy Chain" Liza Lehmann.

Mrs. D. E. Brown, Miss Ramsay Mr. Geo.

P. Lammet, and Mr. C. H. P. Hay.

GODOWNS ON FIRE.

This morning at 3 o'clock the inhabitants of Hongkong were rudely awakened from their peaceful slumbers by the clanging of the fire-bells. The Fire Brigade, under Acting Deputy Superintendent A. Mackie, immediately repaired to the scene of the conflagration, and found that the ground floors of Nos. 524, 525, Des Voeux Road West, were in flames. With a strong breeze blowing it seemed that the fire would spread to adjoining godowns, but the efforts of the Fire Brigade were effectual in checking the flames. The godowns are known as the Hop Yick Godowns, and are owned by Messrs. Musso & Co. We are at present unable to ascertain the cause of the outbreak, but it is probably due either to the combustion of cotton-seeds, or to careless coolies, who may have thrown the stump of a cigarette among the goods during the day. It is reported that mostly all the Insurance offices of the Colony are involved, and from information gleaned the damage would appear to amount to upwards of \$200,000.

The greatest sufferers will be the Kwong Yik Wo and Kwong Tuck Wing firms, who had over 50,000 bags of flour, and a huge amount of ratan, all ready for shipment. The chief items of goods stored in the godowns were flour, ratan, aniseed oil, aniseed, cotton seeds and piece goods, all of which are partially if not totally damaged.

FIRE AT HUNGHOM DOCKS.

On Saturday night, whilst Sergeant Gordon, of Hunghom, was on his beat, he discovered smoke issuing from the carpenter's shop at the Hunghom Docks and immediately gave the alarm. With the assistance of the European employees of the Dock Company, under Mr. S. Wilson, the outbreak was subdued, after doing damage to the extent of \$2,000, which we believe, is partly covered by insurance.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE EDUCATION QUESTION.

To the EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR.—Referring to the letter of Anti-Humbug on the question of education for the children of the better class Chinese, I should like to point out that the majority of the Chinese are against any such class distinctions, as proposed by Dr. Ho Kai and seven others, being made in any schools established by Government.

Such distinctions are opposed to all ideas of advancement, and had such rules obtained in other countries, it would have been manifestly impossible for Dr. Ho Kai and other gentlemen who hold foreign degrees and diplomas to have obtained them, as class distinction would have prohibited their enjoying the benefits of the institutions where these honours were obtained.

Under the circumstances, would it not be better for the Government to take steps to ascertain the wishes of the majority of the Chinese in the matter, before plunging into expenditure which will, while benefiting one particular section of the community only, impose an equal burden on all?

Yours faithfully,

PEARLS,
Hongkong, 11th March, 1902.

COTTAM & CO., DENTS' DRIVING,
COTTAM & CO., PLAID RUGS and
SILK MUFFLERS.

COTTAM & CO., ENGLISH and
AMERICAN SHIRTS, BOOTS and
SHOES.

[56a]

CHOLERA.

We learn that one case of cholera, Chinese, has occurred at Macao. In view of a probable outbreak of the disease it is said that His Excellency the Governor of Macao has decided to remain at his post instead of proceeding on leave. He will, however, send his family home.

The Hongkong Sanitary Board, in view of the prevalence of Cholera in Canton, warn the public against the consumption of unripe or over-ripe fruit, uncooked vegetables and unboiled milk.

AS OTHERS SEE US.

HONGKONG AND THE POST OFFICE.

"With the China Expeditionary Force," is the title of an interesting article which appeared in a recent number of "St. Martin's Le Grand." After dealing with the Indian Post Office the writer proceeds to describe life on the ocean and continues:—

Later on, the study of the habits of flying fish lost its interest, and the watching of phosphorescent stars over the sides at night ceased to attract; the monotony of moving day after day in the centre of a circle of restless waters became irksome, and a general sigh of relief went up when picturesquely Hongkong was reached. Victoria (which is Hongkong) commences in one long street—the only level one in the colony—running along by the sea, and then spreads itself over the well-wooded hill in fine buildings, winding up the heights, which look extremely pretty peeping out from the surrounding greenery. The presence of several men-of-war and transports, in addition to the ordinary merchant craft of the harbour, gives the appearance of unusual activity to a usually busy scene. Sampans and steam launches move and dart about, conveying staff officers and others on duty bound, and large vessels slowly steam out of the harbour, slipping in and out among the transport fleet in their course. At night the contemplation of the twinkling sampan lights low down on the water, moving softly about like fire-flies, the steady gleam of electricity higher up, locating the shipping and starring the island with a galaxy along the water front, and solitary lights on the hill slopes, rendered the indulgence in dolce far niente on deck a most enjoyable pastime. The murmurous lapping of the sea against the quays of the harbour; the distant hum of life from the shore with the faint rattle of the rickshaws on Queen's Road occasionally distinguishable—all combined to soothe the spirits and induce a feeling of calm and peace towards all men, which only such conditions, after a good dinner and a better post-prandial cigar can produce. Bang! I let up the hill announces half-past nine; on every side bugles call the first in tones softened in carrying across the water; the ship's bells clang thrice in various voices—sonorous, sharp, and shrill. Thus, with a start, we are brought back from our reveries to the realities of life.

At Hongkong we have our first base office. Its establishment there was objected to at the outset by the Postmaster-General of that Colony, for financial reasons, I believe; it being considered that the revenue which the department would earn should rightly go to the British Post Office at the island. We were, therefore, obliged to move on to Wei-hai-wei; but as that was a most unsuitable place for a base office, the Postmaster-General's objections were ultimately overcome and the office returned to Hongkong, where it settled down to steady work. For some time, when transports were arriving and departing with the frequency of falling leaves in autumn, mails used to be sent by these vessels, and often has the base office had to work at unusual hours and at high pressure. Intimation would be received, perhaps late in the evening, from the military authorities of the departure of a transport at some inconvenient time at night. The preparation of bags had, therefore, to be immediately commenced, and the work done as expeditiously as possible, so as to enable the mail to be delivered on board before the hour fixed for the vessel's departure. This was a matter of considerable difficulty on dark nights, as neither the name nor number being distinguishable, it was, impossible to single out a particular transport from among the crowded shipping. Thus it would often happen that, say, Nos. 30, 6, and 52, or 13, 42, 35, and 9, would be visited before No. 18, the transport in quest, would be reached. In the same way transports coming in from the north and south had to be met for mails.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

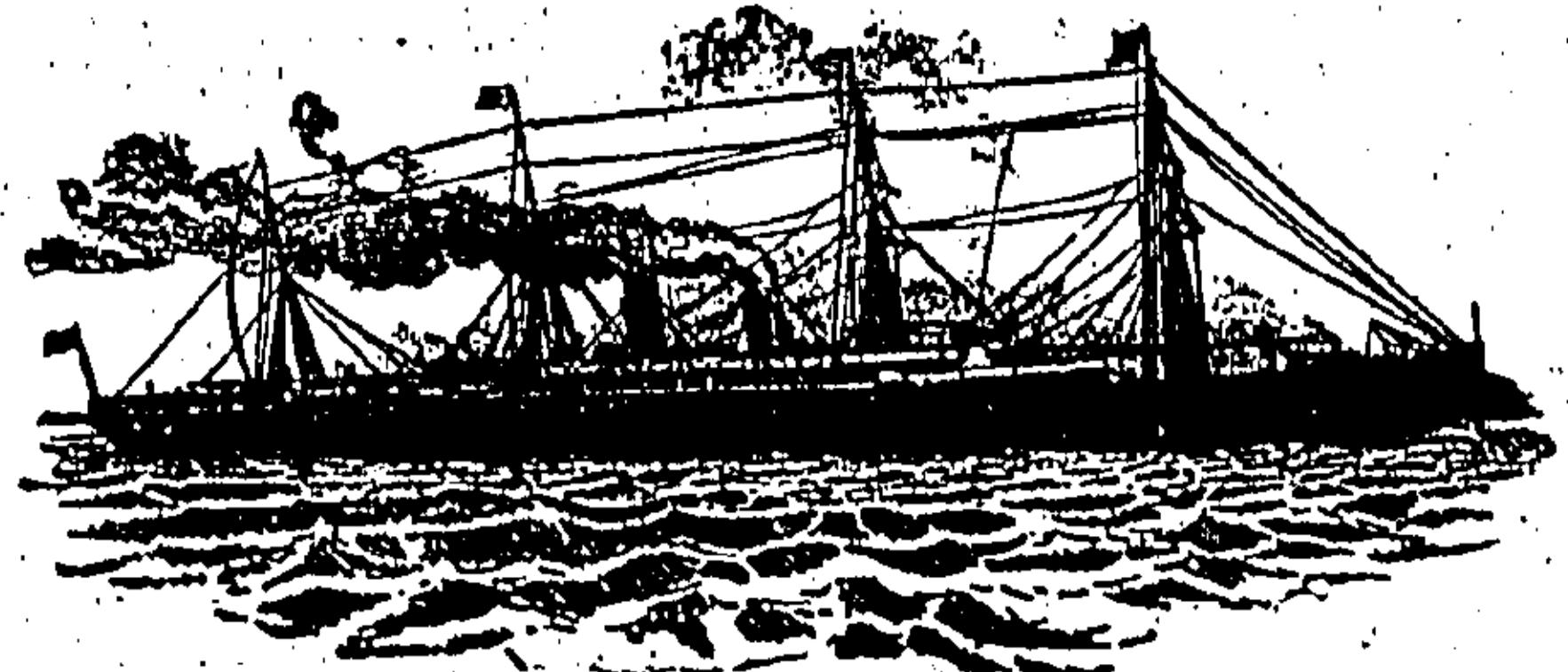
The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-commissioned officers on detached duty in the field have therefore to be known at the finger tips. In this respect the base is kept well posted up by the submission of daily field reports from each field post office, showing the locations of the several camps, and giving full particulars of all movements, etc. In this manner the post office is prevented from missing letters.

The work of the base office is both heavy and important, as there all the sorting is done; and the whereabouts of all officers of every regiment, corps, unit and detail, of all the non-com

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 18th March, at Noon.
"DORIO"	TUESDAY, 25th March, at Noon.
"NIIPPON MARU".	THURSDAY, 3rd April, at Noon.
"PERU".	FRIDAY, 11th April, at Noon.
"COPTIO".	SATURDAY, 19th April, at Noon.
"AMERICA MARU".	TUESDAY, 29th April, at Noon.

THE P.M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is 10-pounds.

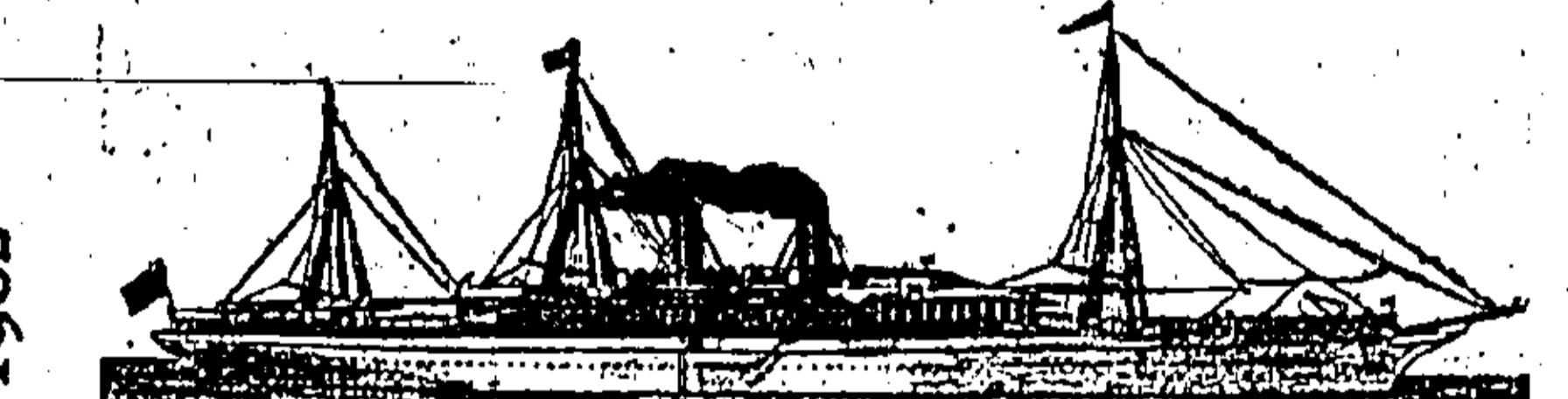
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment), when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 8th March, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 12th March.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 2nd April.

TARTARComdr. E. Beetham, R.N.R....WEDNESDAY, 16th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th February 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRAUDTDAEMPER DIENST.

(Taking cargo at Hongkong. Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
ARMENIA	GENOA and HAMBURG. (Calling at SINGAPORE).	25th Mar.	FREIGHT.
KONIGSBERG	MARSEILLES, HAVRE & HAMBURG (Calling at SINGAPORE and PENANG); HAVRE and HAMBURG.	26th Mar.	Freight and Passengers.
BAMBERG	(Calling at SINGAPORE and COLOMBO); HAVRE and HAMBURG.	9th April.	FREIGHT.
ADRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	23rd April.	FREIGHT.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	7th May.	FREIGHT.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	21st May.	FREIGHT.
ARAGONIA	NEW YORK via SUZAK CANAL.	8th April.	FREIGHT.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st March, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE

Letters for the following persons lie unclaimed at the Post Office:

Axer, Fuan	Fuster, Capt. W. L.	Loveland, J. L.	Remedios, Miss J.	List of Registered Letters in Post Boxes.	
Ab Fook	Faca, Juan	Leonard, M.	Rocha, Mrs. L.M.S.	Luessen, H.	
Allanki, Sate	Farrell, N. A.	Loff, F. H.	Symonds, H.	Ali, Singh	
Adamson, Mrs. Hans	Francisco, Signor	Lillie, J.	Sondar, Dass	Ackermann, H.	
Ab Pooi	Fairy, William	Lean, J. S.	Simson, R.	Awang Bakir	
Allahdita Khan	Felur, F. de la	Lenoel, Mon.	Swanney, John	Asman, Khan	
Abdul Hasan	Fesler, J. S.	Longstreet, G.	Stretton, D.	Ali Badarud	
Abversing, Mr.	Fenton, C.	Lennard, D. M.	Stephen, Mrs. James	Atkin, F. (Chatham)	
Apice, G. D.	Finley, Mrs.	Lall Singh	Schmittschek, F.	Abbas Khan	
Alfred, Mrs.	Fisher, W. H.	Lang, R. R.	Simpson, Dr. M. J.	Byram, Mrs. C. W.	
Anderson, W. A.	Falkiner, Dr. A. C.	Lafiente, C. J.	Stoke, G. G.	Bremers, Mrs. Frieda	
Anderson, Mrs. A. J.	Fitzgerald, T. J.	Li Hong Ching	Sindle, Ralph	Bakkoo Alins Kishun	
Anelino, Miss L.	Ferro, G. del	Lee, Mrs. M. G.	Shwartz, Isaac	Iun	
Arxer, Fuan	Firth, F. N.	Long, L.	Strand, Dr. F.	Brown, Geo. H.	
At Fook	Fitzgerald, E. L.	Mitchell, W. T.	Silva, T. da	Blanchard, Miss	
Allanki, Sate	Franco, Signor	Malcolm, D. F. B.	Silva, J. P. da	Blades, L. B.	
Ab Pooi	Fairy, William	Micnamar, A. E.	Silva, K. L.	Barka, Singh	
Allahdita Khan	Felur, F. de la	Mohamed, Ishug	Silva, Arminda A. da	Bahan, Singh	
Abdul Hasan	Fesler, J. S.	Macfar, A. L.	Sardu, W. J.	Bagdanoff, L.	
Abversing, Mr.	Fenton, C.	Mullen, Madame S.	Sartorius, Capt. R.	Bovet, Bros. & Co.	
Apice, G. D.	Finley, Mrs.	Malcom, A.	Silva, M. A.	Bartens, Alf.	
Alfred, Mrs.	Fisher, W. H.	McOsborne, W.	Silvan, C.	Biser Josephine	
Anderson, W. A.	Falkiner, Dr. A. C.	Marshall, C. L.	Sheffield, Miss E.	Borgeest, Louis John	
Anderson, Mrs. A. J.	Fitzgerald, T. J.	Marsh, R.	Sam Thiang	Bhog Singh	
Anelino, Miss L.	Ferro, G. del	McAlister & Co.	Sirdar Bin Singh	Chesman, Master, Wm.	
Arxer, Fuan	Firth, F. N.	MacCarthy, Mr.	Soden, J. L. Ross	Cunha, Max.	
At Fook	Fitzgerald, E. L.	Mongal Singh	Sobeng, Luis	Cheng Sang Tai	
Allanki, Sate	Franco, Signor	Mingel Singh	Smith, Miss	Chok Mahomed	
Ab Pooi	Fairy, William	McDonald, G.	Sawhin, J. S.	Chalmers, A. A.	
Allahdita Khan	Felur, F. de la	McCaw, Fred.	Stevenson, T. J.	Cameron, W.	
Abdul Hasan	Fesler, J. S.	Morton, R.	Staples, G. B.	Cato, A. R.	
Abversing, Mr.	Fenton, C.	Mautani, T.	Smith, E.	Diggings, Mrs.	
Apice, G. D.	Finley, Mrs.	Marker, D.	Stear, B.	Emmanuel & Co.	
Alfred, Mrs.	Fisher, W. H.	McAuthur, Mrs.	Scott, Alex. M.	Evensburg, Mrs.	
Anderson, W. A.	Falkiner, Dr. A. C.	Matsuio, L.	Stewart, E. G.	Foukoff, J. D.	
Anderson, Mrs. A. J.	Fitzgerald, T. J.	Messer, Capt. J. F.	Spinney, W. F.	Frix, F.	
Anelino, Miss L.	Ferro, G. del	Mitchell, R. P.	Stephens, G. C.	Friedenberg, D.	
Arxer, Fuan	Firth, F. N.	Minch, W. J.	Stevens, F. G. G.	François, A.	
At Fook	Fitzgerald, E. L.	Mills, A. T.	Stefano, C.	Gangahar, Mrs. T. C.	
Allanki, Sate	Franco, Signor	Murphy, Capt. D. I.	Scheve, E. von	Goldenberg, A.	
Ab Pooi	Fairy, William	MacDonald, D. S.	Songee, Mrs.	Gulam Mahomed Shah	
Allahdita Khan	Felur, F. de la	Moore, J. H.	Sassi, D.	Han, C. P.	
Abdul Hasan	Fesler, J. S.	Max, Schrenk	Soliman, S. P.	Hagi Tagile	
Abversing, Mr.	Fenton, C.	McDonald, Geo.	Stark, Miss	Hooper, Mrs.	
Apice, G. D.	Finley, Mrs.	McCarthy, Capt. F. D.	Hayem, M.	Hannah, James	
Alfred, Mrs.	Fisher, W. H.	Mahomed, H. R.	Homborg, Roza	Holland, Richard	
Anderson, W. A.	Falkiner, Dr. A. C.	Muller, F. H. H.	Hugaud, Charles	Hood, H. W. (2)	
Anderson, Mrs. A. J.	Fitzgerald, E. L.	McPherson, W.	Harder, Theodor	Sultan Mohamed Sabhi	
Anelino, Miss L.	Ferro, G. del	McMillan, Alex.	Inchee Isabak	Thorsby, E. R.	
Arxer, Fuan	Firth, F. N.	Monaldo, Mamerto	Jacob, Thomas	Tos, R. Giglio	
At Fook	Fitzgerald, E. L.	Montagne, Mrs. E.	Jamieson, S. W.	Thoulon, A. Macao	
Allanki, Sate	Franco, Signor	Morgan, Mrs. T.	Jefreys, Mrs. V.	Ship Geo. F. Hay	Thoulon, A. Macao
Ab Pooi	Fairy, William	Maxwell	Jefferson, Geo.	Alberto	Richard Hose.
Allahdita Khan	Felur, F. de la	MacGregor, L. N.	Jag Singo, I.P.C.	Dragoman	J. W. Edwards.
Abdul Hasan	Fesler, J. S.	Mathison, Alex.	Jaffray, R. A.	Decan	J. W. Holland.
Abversing, Mr.	Fenton, C.	McMillan, The	Jones & Coy.	Elcan	J. V. Parkes.
Apice, G. D.	Finley, Mrs.	Morgan, F. Mrs.	Joor, S. F.	Emmett	A. Aumentado.
Alfred, Mrs.	Fisher, W. H.	Murphy, Frank	Koch, Jacob	Empress of Japan	H. Wochatz.
Anderson, W. A.	Falkiner, Dr. A. C.	Nelson, Mrs. W.	Lambert, James Hunter	James Hunter	James Hunter.
Anderson, Mrs. A. J.	Fitzgerald, E. L.	Ogilvie, & Mrs.	Lester, J.	Ship Geo. F. Hay	John Nelson.
Anelino, Miss L.	Ferro, G. del	Oliver, & Mrs.	Trotz, Engene	Kirk Gratiener	Ship Bussard
Arxer, Fuan	Firth, F. N.	Orston, G.	Tarce Khan	Capt. G. H. Boys.	
At Fook	Fitzgerald, E. L.	Patterson, I.	Parcel Express		

of the Bill divided the House three times in the last half-hour of business and during the final division, wilfully obstructed, by dawdling through the lobby so slowly that, as the teller expressed it, "at times the passage was almost deserted." When 5.30 struck, although the 240 supporters of the bill had been through the lobby several minutes, the 140 on the other side had still not completed their melancholy procession. The "Noes" teller himself reported the circumstances to the Speaker who expressed his regret at "the unusual course members had taken" but the motion to refer the Bill to a Committee could not be put, notwithstanding the large majority in favour. These tactics are condemned on every side. It would have been contemptible enough had Nationalists, Labour Members and shameless obstructionists taken this means to gain their object, but that such unsportsmanlike and un-English conduct should have to be attributed to noblemen and gentlemen of the old Conservative party, makes the incident infinitely more regrettable.

THE REMOUNT DEPARTMENT'S AFFAIRS have aroused a storm of indignation in Parliament and together with the whole Contracts question forms the chief topic of discussion everywhere where men or women do congregate. The agitation for a full inquiry with all the circumstances connected with the purchase of horses for the Army during the course of the war has reached a point, when denial—if desired—is impossible. Mr. Brodrick conceded at Tuesday night's debate that an inquiry was imperative and pledged himself to institute one, but urged that the present is not the time for any such action. The argument that most of the principal witnesses are now in South Africa, is sound and in one sense unanswerable, but so strong is the feeling called into existence by the disclosures already made of incompetence and extravagance, that it is doubtful if the Government will be able to resist the demand, for at least a preliminary investigation of the system upon which the Department is managed and by which the selectors of horses were appointed. One of the most peculiar features of the general blundering is that revealed by our military attachés in Vienna and Washington. On a matter upon which their professional knowledge would, presumably, be of value, they were never consulted, indeed the fact that horse-purchasing was in progress in the countries to which they are respectively accredited only reached them through the newspapers. Both these gentlemen affirm that on learning of the work in hand they telephoned to the War Office suggestions respecting means of purchase, agents, etc., but their communications were entirely ignored. For what purpose we pay military attachés if their professional advice is of no account it is hard to say, but the reason may be forthcoming when the inquiry is held. A military court will, in any case, be convened, but the country will not be satisfied unless the whole matter is threshed out by an independent Committee also. Captain Norton, M.P., formerly a Cavalry Officer, estimates the loss to the nation in the purchase of horses alone at no less a sum than £8,000,000.

A few facts reliably vouched for, and accepted both by the Department and its critics as in the main true, may be mentioned.

Captain Hartigan gave to a Mr. Lewison a contract to provide 3,000 Hungarian horses at £33,16.8 each. Lewison farmed this contract to a man named Hauser to supply these animals at £22 each and pocketed the difference amounting to £30,000! Sir John Blundell Maple offered to send to the War Office his trainer, an expert judge of horseflesh, a Vet. holding both English and German diplomas and a fluent linguist. General Trunam declined the offer somewhat cavalierly, and despatched men to Hungary and America, some of whom were so ignorant of their duties, that they did not know what part of the anatomy of a horse is called its withers.

A few cases have been already established in which aged, cast-off animals have been palmed upon our purchasing officers, as six or eight years of age, and thousands of others quite useless for campaigning purposes were accepted under the impression that they came of a fine strain. Every scrap of evidence yet elicited goes to establish rank ignorance, mismanagement and inefficiency on the part of the Department—if there is anything to be said on the other side the sooner anyone can be found to say it the better. There are even some who openly declare that it would be better for England to be served by officers who were knaves rather than fools. A hard saying, but quite natural in the circumstances.

THE XXTH CENTURY EDUCATIONAL SERIES.

De omni re scibili et quibusdam aliis.

NO. 1.—GEOGRAPHY.

Introduction.—The editor of this new geographical work—which an extract is given below—wishes to draw the attention of all teachers to the fact that, as a special feature introduced in this series have been compiled, at such an enormous expense by the various Empires, Kingdoms, and Republics concerned, these works cannot be offered on *The Times* system, or even Lord Roslyn's. The price is net, the motto alone being worth the money.

AFRICA. is bounded on all sides by DR. WEN.

AMERICA. U.S. of this REPUBLIC is bound-
ed.

On the North, by the "LAKE DISTRICT."

On the South, by the CANAL QUESTION.

On the East, by the "HEAVIN' POND."

N.B.—The fishing in these waters will

in the near future, be strictly preserved

by Messrs. Morgan and Co., who are rapidly acquiring the Riparian rights on both sides.

GIRALD. NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

On the West, by the SPECIFIC OCEAN. N.B.—This used to be called the Pacific, but it was recently re-named SPECIFIC, as the waters of this Ocean were discovered to be an infallible cure for all sordid, suspicious minds, which have been so long the curse of this civilisation; now, having once bathed in these waters, everything can, in fact, must be taken on Trust.

AMERICA, South, is bounded everywhere by the MONROE DOCTRINE. N.B.—This Patriotic measure allows the various States to stage any play they like without the Censor interfering and saying "S. (ch)an't."

AUSTRIA is bound on each side by the TRIPLE ALLIANCE, and unbound by the TRIPLE SCHISM.

COLONIES, the BRITISH, are bounded on every side by the great J.C. N.B.—Readers are begged not to confuse this sea with the German Ocean, from which it is separated by a granite wall.

CHINA is bounded—

On the South, by BUFFER STATES.

On the North, naturally enough, therefore, she is on "tent-hooks."

On the East and West, by a very large CONSERVATIVE MAJORITY.

France is bounded—

On the North, by PARIS, ANGLOPHOBIA, and TROUVILLE.

On the South, by PARIS, MONTE CARLO, and PARK-LANE.

On the East, by PARIS, TEUTOPHOBIA, and the S. in the CUPBOARD.

On the West, by PARIS, BORDEAUX, MAL DE MER.

GREAT BRITAIN is bound on all sides by RED TAPE. N.B.—If there is any doubt, the reader will be quite right in answering "Conscientious Objection." However, the Editor wishes to point out that he does not consider that this answer would be passed at any Government Examination, as the Examiners are prejudiced, though kind-hearted, men.

GERMANY is bound on every side by the KAISER; for any place accidentally missed by him the reader will be correct if he says "The Army." N.B.—The Editor, personally, does not know of any such place; however, this may be due to the fact that he has a weak stomach, and is, therefore, unable to travel in this Empire.

IRELAND is bound, it is stated on all sides, to get back the "America" Cup. N.B.—The Editor thinks so too, providing the price of bacon is kept up.

ITALY is bound—

On the North, by the HOTEL D'EUROPE. On the South, by BRINDISI, the "GREEN-ROOM" of the East.

On the East, by the BRIDE OF VENICE. N.B.—This question is not often asked, as it is considered, by the most competent authorities, to be a case of "Chezche la Femme."

On the West, by the ETERNAL CITY. N.B.—Built by Hall Caine.

TURKEY is bound all round by the European Powers to prevent her falling to pieces. N.B.—This process is copyright; infringements are sure to fail; beware of imitations.

JAPAN is bound, on every side to get on, N.B.—No one seems to care to interfere with her Korea; this is, perhaps, only natural.

RUSSIA is bound on all sides by none of her PROMISES and CONVENTIONS. N.B.—This answer, which has been carefully compiled from a map in the "HOTEL CECIL," will do for every examination except that of the Board of Trade.

THE REST OF THE COUNTRIES, &c. are bound to be quiet, unless they can manage to get bound, by a Monroe Doctrine. N.B.—To wit, S. America.

NEWMAN HARDING, in L. & C. Express.

ENTERTAINING PHOTOGRAPH.

A correspondent writes, to the L. & C. Express—Have you ever noticed the entertaining photograph of the King of Siam and eleven of his sons in a shop in Buckingham Palace-road? There is a military precision about the grouping which I find quite a relief after the laborious reposefulness and deliberate informality to which photographers have for the last generation been accustoming us. The eleven sons all wear Eton jackets, and top-hats and white waistcoats except the eldest, who is frock-coated. They all stand in a long, straight row (in which their height is arranged in an ascending scale), with hands to their sides and the tips of their fingers touching their hips. You know the way in which recruits stand when they enter upon the process which turns them out automatons? Well, the Siamese Prince stand just like that.

The order "Eyes left!" seems to have been given, for they all have their eyes turned in that direction, although they face to the front, just in the way that soldiers turn their eyes by order towards a saluting point in the march past. At the end of the line stands the King with "eyes right," so that he looks down the long line and confronts the respectful stare of eleven sons.

The King, and not the eminent photographer, may be supposed to have arranged the picture. I imagine the whole thing to be an example of Siamese humour, of which I should like to know something more.

CLARKE'S B. 41 PILLS are warranted to

cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs.

Gravel, and, Pain in the Back, Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and

Patent Medicine Vendors, throughout the

World. Proprietors: The Lincoln and Mid-

land Counties Drug Company, Lincolnshire.

England.

[21]

GIRALD: CRYSTALLIZED

FRUITS, ROSE, MAROONS

GLACES a most Splendid Assortment. [25]

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

G. GIRALD.

NOVELTIES, BEAUTI-

FUL DOLLS, PLEASEING PAR-

OUR GAMES, CROQUET, &c. &c.

Hongkong, 10th February, 1902. [25]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI.....	"KALGAN"	13th March.
MANILA.....	"TAIYUAN"	17th March.
do.....	"TAIYUAN"	29th March.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.....	"TAIYUAN"	19th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"DABUNDAN"	12th March, 1902.
"	"PROMETHEUS"	19th "
"	"DIOME"	26th "
"	"MACHAON"	3rd April,
"	"IXION"	11th "
"	"AOHILLES"	17th "

HOMEBWARDS.
FOR LONDON.

		18th March, 1902.
"ULYSSES"	1st April,	"
"ANTERO"	15th "	"
"DARDANUS"	29th "	"
"DIOME"	13th May,	"
"MACHAON"	18th Mar., 1902.	"
"TYDEUS"	9th April,	"
"CALchas"		"

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"KNIGHT COMPANION,"

between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,

and YOKOHAMA.

THE Steamship "STRATHGYLE," will be despatched for PORTLAND (OR.) on or about

the 16th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 1st March, 1902.

[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW*, "FANPING MARU"	K. Sudzuki.....	WEDNESDAY, 12th March.	
FOR TAMSUI*..... "DAIJIN MARU"	T. Ogata.....	SUNDAY, 16th March.	
FOR ANPING*..... "MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th March.	
FOR TAMSUI*..... "DAIGI MARU"	T. Kitano	SUNDAY, 23rd March.	

* Via SWATOW and AMoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th March, 1902.

[1379c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's New Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above Port, on THURSDAY, the 13th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1902.

[276d]

FOR VLADIVOSTOCK VIA NAGASAKI.

THE Steamship

"KOWLOON,"

Captain Hermann, will be despatched for the above Ports, on SATURDAY, the 15th instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th March, 1902.

[281d]

ESTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo, to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th March, 1902.

[264d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, TIUME AND TRIESTE.

(Taking Care at through routes to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will be despatched as above on SATURDAY, the 15th March, P.M.

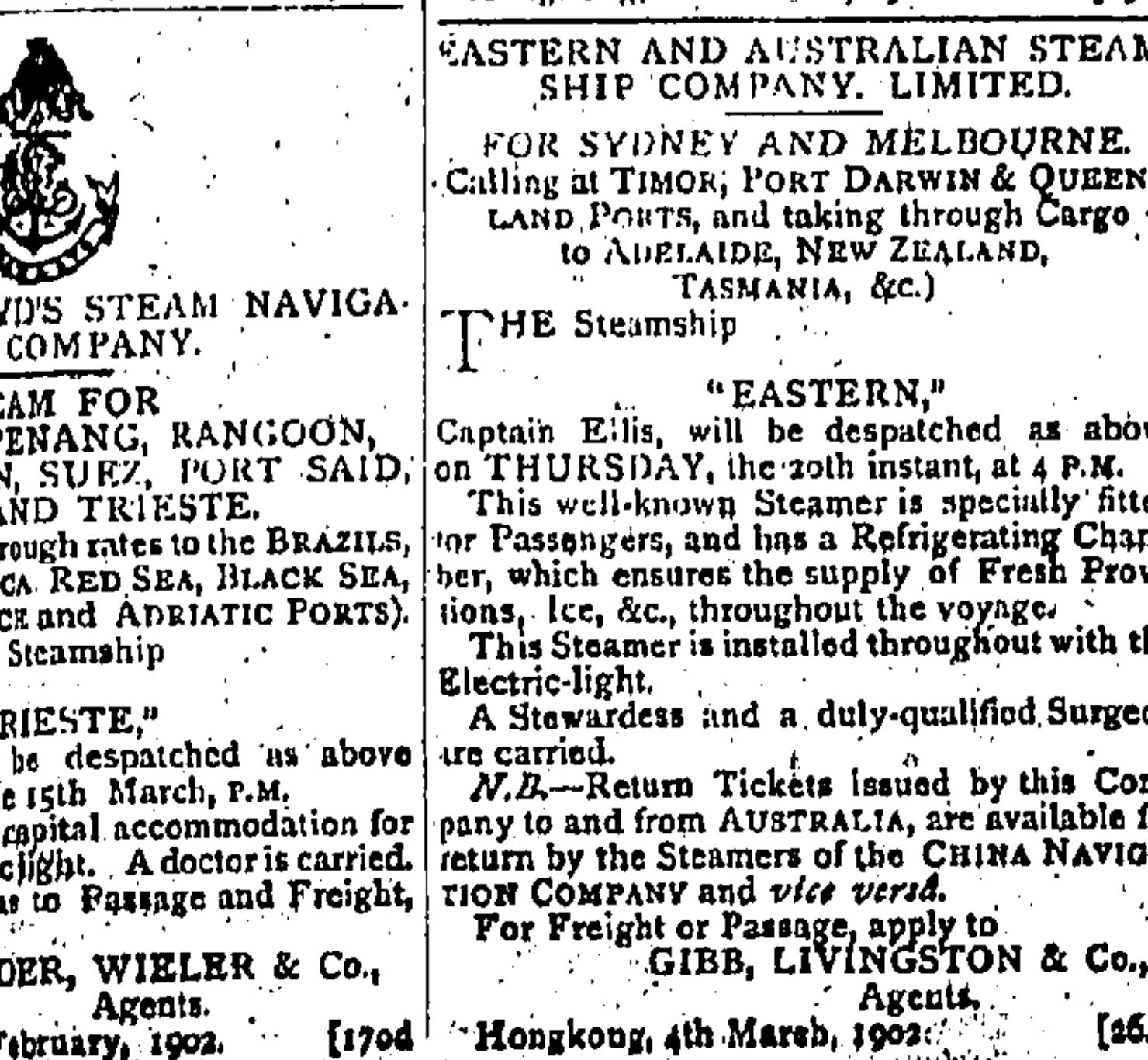
This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 23rd February, 1902.

[170d]



Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"HAIMUN,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 11th March, 1902.

[280d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND KELUNG.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, on THURSDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 10th March, 1902.

[299d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY, TAIWANFOO AND TAMSUI.

THE Company's Steamship

"BAMBERG,"

Captain Zurbonsen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE, Hongkong Office.

Hongkong, 4th March, 1902.

[287d]

THE N.D.L. Steamship

"BRANDAO & CO."

Captain Macleod, will be despatched as above on THURSDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

BRANDAO & CO., Agents.

Hongkong, 10th March, 1902.

[300d]

NAVIGAZIONE GENERALE ITALIANA ("Florio and Rubattino United Companies")

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Post Office.

A Mail will close:
For Canton—Per Honam, to-morrow, the 12th instant, at 7.30 A.M.
For Bangkok—Per Phranang, to-morrow, the 12th instant, at 9 A.M.
For Swatow and Bangkok—Per Pitchaburi, to-morrow, the 12th instant, at 9 A.M.
For Shanghai, Moji, Nagasaki, Kobe and Yokohama—Per Ca. d'4, to-morrow, the 12th instant, at 10 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per Empress of Japan—tomorrow, the 12th instant, at 11 A.M.
For Macao—Per Hengshan, to-morrow, the 12th instant, at 1.15 P.M.
For Singapore—Per Candia, to-morrow, the 12th instant, at 2 P.M.
For Singapore—Per Ostang, to-morrow, the 12th instant, at 2 P.M.
For Chefoo and Newchwang—Per Hermann Mensell, to-morrow, the 12th instant, at 3 P.M.
For Shanghai, Moji, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Seattle—Per Riojan Maru, to-morrow, the 12th instant, at 3 P.M.
For Swatow, Amoy and Kelung—Per Thales, to-morrow, the 12th instant, at 5 P.M.
For Canton—Per Fatshan, to-morrow, the 12th instant, at 5 P.M.
For Amoy, Taiwan and Tamsui—Per Formosa, to-morrow, the 12th instant, at 5 P.M.
For Canton—Per Hankow, on Thursday, the 12th instant, at 7.30 A.M.
For Manila—Per Rosetta Maru on Thursday, the 12th instant, at 10 A.M.
For Manila—Per Rubi, on Thursday, the 12th instant, at 11 A.M.
For Swatow and Tientsin—Per Chunsang, on Thursday, the 12th instant, at 11 A.M.
For Swatow and Shanghai—Per Tsaisang, on Thursday, the 12th instant, at 11 A.M.
For Singapore, Penang and Bombay—Per Bisagna, on Thursday, the 12th instant, at 11 A.M.
For Macao—Per Hengshan, on Thursday, the 12th instant, at 1.15 P.M.
For Shanghai—Per Kalgan, on Thursday, the 12th instant, at 4 P.M.
For Canton—Per Powan, on Thursday, the 12th instant, at 5 P.M.
For Singapore, Penang and Calcutta—Per Catherine Apcar, on Friday, the 13th instant, at 2 P.M.
For Shanghai—Per Flandria, on Friday, the 14th instant, at 3 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Victoria, on Saturday, the 15th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per Ballaara, on Saturday, the 15th instant, at 11 A.M.
For Kobe—Per Airlie, on Saturday, the 15th instant, at 4 P.M.
For Singapore—Per Romay, on Monday, the 17th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, on Tuesday, the 18th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per Klaitschow, on Wednesday, the 19th instant, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 372, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Foway, British steamer, 1,872, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankou, British steamer, 2,152, C. V. Lloyd, Butterfield & Swire.
Hot-ton, Chinese, 1,409 tons, Captain Chi Wo & Co.
Tal-ton, British steamer, 732, J. Lawrence, Tai-on Steamship Co.
Pak Kong, British steamer, —Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kwangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Salwan, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

Airlie, British steamer, 1,492, St. John George, 10th Mar., Sydney 15th Feb., and Manila 7th Mar., General—Gibb, Livingston & Co.
Anping Maru, Japanese steamer, 1,053, K. Sudzuki, 8th Mar., Foochow 5th March, Amoy 6th, and Swatow 7th, General—Mitsui Bussan Kaisha.
Antonio Macleod, American steamer, 820, Ogarri, 10th Mar., Iloilo 6th Mar., General—Biancardo & Co.
Arab, British steamer, 2,678, Wills, 8th Mar., San Francisco 22nd Jan., Flour—Doddwell & Co.
Baikal, Russian steamer, 717, Kashikin, 13th Jan., Manila 9th Jan., Ballast—Order.
Bisagno, Italian steamer, 1,510, P. Brusasca Pietro, 8th Mar., Singapore 1st March, General—Carlowitz & Co.
Brad, Norwegian steamer, 1,159, John Thronsen, 15th Feb.—Doddwell & Co.
Byodo, Norwegian steamer, 771, Th. Carlsen, 9th Mar., Haiphong and Hoioh 8th Mar., General—Sander, Wieler & Co.
Candia, British steamer, 4,195, J. W. Andrews, 9th Mar., London 25th Jan., and Singapore 3rd Mar., General—P. O. & N. N. Co.
Catherine Apcar, British steamer, 1,730, S. H. Belson, 7th Mar., Calcutta 16th Feb., Penang and Singapore 1st Mar., General—David Sission Sons & Co.
China, American steamer, 3,187, D. E. Freie, 10th Mar., San Francisco 7th Feb., and Shanghai 7th Mar., Mails and General—P. M. S. Co.
Chunsang, British steamer, 1,418, S. J. Payne, 10th Mar., Canton 10th Mar., General—Jardine, Matheson & Co.
Diamante, British steamer, 1,255, J. Rattenbury, 7th Mar., Bangkok and Koh-si-chang 1st Mar., General—Shewan, Tones & Co.
Empress of Japan, British steamer, 3,003, H. Pybus, R.N.R., 10th Feb.—Vancouver via Ports 27th Jan., and Shanghai 17th, Mails and General—C. P. R. Co.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easke, Hongkong.
Athena, 1st-class battleship, 12,000 tons, 13,500 i.h.p., Capt. W. W. Hewett, Hongkong.
Albion, 1st-class battleship, 12,000 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.M.G., en route Home.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.
Slatte, 1st-class battleship, 12,000 tons, 11,000 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
Slatte, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Canton.
Cressy, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.
Stout, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubat, at Nagasaki.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,150 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Amoy.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Hongkong.
Glory, 1st-class flagship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Hummer, store-ship, 1,640 tons, 500 i.h.p., Capt. H. J. Davison, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 i.h.p., in reserve.
Novorossiya, Russian torpedo-boat, 87 tons, 4 guns, 2,000 i.h.p., 22 knots.
Podorozhni, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sister, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochka, Russian torpedo boat, 87 tons, 4 guns, 970 i.h.p., 10 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sponza, 1st-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Singapore.
Tamer, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Plow, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, Singapore.
Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Resuria, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.
Swift, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dulgate, Yangtsze.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class gunboat, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. Stopford, en route Woosung.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Twed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 20 tons, 6 guns, 6,000 i.h.p., in reserve.
Witvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.
Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,500 i.h.p., Capt. S. N. Sybrandy, Swatow.
Koninklijke Wilhelmina der Nederlanden, Dutch cruiser, 10 guns, 4,000 tons, 5,900 i.h.p., Capt. J. P. Rossini, Swatow.
Leicester Castle, British ship, 2,009, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil—Standard Oil Co.
Lothair, Italian bark, 678, Borzo, 24th Jan., Captain Moller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Tritos, German steamer, 1,030, H. Clausen, 11th Feb., Saigon 6th Feb., Rice and Rice-meal—Kong Fat.
Victoria, American steamer, 2,112, J. Panton, 2nd Mar., Tacoma, 1st Feb., General—Doddwell & Co., Ltd.

Sailing Vessels.

Deccar, British ship, 1,835, A. C. Barrett, 7th Mar., Mauritius 15th November, Coal—Master.
Herzog Johann Albrecht, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
Leicester Castle, British ship, 2,009, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil—Standard Oil Co.
Lothair, Italian bark, 678, Borzo, 24th Jan., Captain Moller, Saigon.
Matova Maru, Japanese schooner, 121, Dochi, 27th Jan., Manila 20th Jan., Ballast—Master.
TAI FU, German steamer, 1,065, H. Martens, 10th Mar., Saigon 5th Mar., Rice and General—Wing Wo.
TAISHAN, British steamer, 1,120, J. W. Jenkins, 10th Mar., Bangkok 2nd Mar., Rice—Bradley & Co.
TRITOS, German steamer, 1,030, H. Clausen, 11th Feb., Saigon 6th Feb., Rice and Rice-meal—Kong Fat.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Yakoleff, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 9,000 tons, 8,000 i.h.p., Capt. V. Sverdlovsk, at Tientsin.
Admiral von Moltke, Dutch battleship, 10,000 tons, 40 guns, Captain Hofmeister, at Amoy.
Leopard, Austrian cruiser, 1,660 tons, Captain Muller, Saigon.
Liberator, Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Victoria, American steamer, 2,112, J. Panton, 2nd Mar., Tacoma, 1st Feb., General—Doddwell & Co., Ltd.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Bellot, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Captain Baishme, Saigon.
Bengali, 2nd-class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Defrere, at Shanghai.
Aeole, 2nd-class gunboat, 80 tons, 8 guns, 1,200 i.h.p., Captain Elksky, at Nagasaki.
Amanou, Russian cruiser, 2,600 tons, Captain Harstich, at Japan.
Bobre, Russian gun-vessel, twin screw, 9,900 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donstoy, Russian armoured cruiser, 6,000 tons, twin screw, 32 guns, 7,000 i.h.p., Comdr. von Mittelstaedt, at Kuchow.
Weissenburg, German battleship, 10,100 tons, 40 guns, Captain Hofmeister, at Amoy.
Wurth, German battleship, 10,100 tons, 40 guns, Captain Berger, at Foochow.
F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Captain Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 300 tons, 8 guns, Lieut. Pullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Captain Piet Hein, at Taku.
Yostino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.
Nanwana, protected cruiser, 1st class, 3,700 tons, 24 guns, 12,100 h.p., at Manila.
Takachio, protected cruiser, 1st class, 3,700 tons, 24 guns, 12,100 h.p., at Keelung.
Chiyo, protected cruiser, 1st class, 2,450 tons, 24 guns, 12,100 h.p., at Taku.
Takazato, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Suma, protected cruiser, 1st class, 2,750 tons, 24 guns, 12,100 h.p., at Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 12,000 h.p., Capt. Warita, at Japan.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Captain Matsudie, at Japan.
Yazawa, 3rd class, 1,600 tons, K. Matsumoto, 3,400 h.p., at Sasebo.
Chitose, 3rd class, 1,600 tons, 8 guns, 1,500 h.p., at Sasebo.
Schwaile, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Haridale, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kuroda, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Hiyi, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.
Heten, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.
Lucky, German gunboat, 860 tons, 10 guns, 1,000 h.p., at Sasebo.
Ittoku, German gunboat, 900 tons, 10 guns, 1,000 h.p., at Shanghai.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Haridale, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Coast Defense Ships.

Matushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Sasebo.
Ito, German gunboat, 900 tons, 10 guns, 1,000 h.p., at Sasebo.
Ittoku, German gunboat, 900 tons, 10 guns, 1,000 h.p., at Shanghai.

Flagship of Vice-Admiral Alexeibus.
Flagship of Rear-Admiral F. D. Dubossoff.
Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Borsig, German cruiser, 1,574 tons, 8 guns, Comdr. von Bassewitz, at Hongkong.
Bismarck, German flagship, 6,025 tons, 36 guns, Comdr. von Bassewitz, at Hongkong.
Flagship of Vice-Admiral Alexeibus.
Flagship of Rear-Admiral F. D. Dubossoff.
Flagship of Rear-Admiral Reounoff.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.
Lombardia, Italian cruiser, 2,900 tons, Capt. I. Ioh, Shanghai.
Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Botti, Shanghai.
Vesuvio, Italian cruiser, 1,500 tons, 14 guns, 6,820 i.h.p., Capt. Zeri, Shanghai.

THE HUNGARIAN SQUADRON.

Nemhilly, U.S. cruiser, Comdr. R. P. Rogers at Nagasaki.
New York, U.S. cruiser, 4,083 tons, Capt. H. McCallum, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 i.h.p., Capt. F. W. Dickenson, U.S.N., at Wodong.
Princeton, U.S. gunboat, 1,000 tons, 4 guns, 1,095 i.h.p., Comdr. C. C. Corwall, at Manila.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 i.h.p., Com. W. T. Burwell, at Manila.
Wilkinson, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,110 tons, 6 guns, 1,392 i.h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 i.h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE HONGKONG TELEGRAPH.

50 QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward-mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

CORRESPONDENCE.

Literary matter, which must be properly authenticated with the name and address of the writer, should be addressed to the Editor. Communications should be written on one side of the paper only.

Business communications should be addressed to the Manager, and not to